





## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

IMPORTERS OF HIGH-CLASS

## SHERRIES.

- B. SUPERIOR PALE DRY, Good  
Dinner Wine, Green Seal Capsule \$10.00
- C. MANZANILLA PALE  
NATURAL SHERRY, White  
Capsule 12.00
- CC. SUPERIOR OLD PALE  
DRY, NATURAL SHERRY.  
Red Seal Capsule 12.00
- D. VERY SUPERIOR OLD PALE  
DRY, CHOICE OLD WINE.  
White Seal Capsule 14.40
- E. EXTRA SUPERIOR OLD  
PALE DRY, VERY FINEST  
QUALITY (Old Bottles), Black  
Seal Capsule 20.40

B, C, and CC are excellent dinner Wines.  
D and E are after-dinner Wines of a very  
superior vintage. ALL ARE GUARAN-  
TEED PURE XERES WINES.

We guarantee our Wines and Spirits to be  
genuine only when bought direct from us  
in the Colony or from our authorised  
Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## DEATH.

On the 12th July, at Tokyo, Yasuhiro  
Watanabe, Director of the Mitsui Bussan Kaisha,  
aged about 50 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, CL  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th July, 1901

The statement made by the Brussels cor-  
respondent of the *Standard*, to the  
effect that a syndicate of Belgian, French,  
and Russian capitalists is being formed for  
the purpose of constructing railways in  
China hardly sounds new, for, as a matter  
of belief, if not of actual fact, it is generally  
allowed that Russia and France have had a  
hand in the Belgian Railway Syndicate all  
along. That the capital of the syndicate  
will be one thousand million (1,000,000,000)  
francs is, however, a new fact that is worthy  
of note by all interested in the advancement  
of China commercially. It is clear that a  
great effort is being made by the Franco-  
Russian Alliance to secure a predominant  
voice in China by every means within their  
power. Politically Russia is striving with  
all her might to obtain complete ascendancy  
in Manchuria, and that she should be  
surrendering Tientsin and intends to make  
Vladivostok the terminus of the Trans-  
Siberian Railway, in no way indicates that  
these efforts are being relaxed. Tientsin  
is to be abandoned simply because it has  
disappointed expectations, and the selec-  
tion of Vladivostok as the terminus of  
the great railway is no doubt a measure of  
precaution, so that communication may not  
be so readily closed with the coast by an  
enemy in case of hostilities. Moreover, it  
is known that these concessions to Chinese  
sentiment are to be paid for by other  
concessions, which will probably be found  
to possess substantial value. In the south  
and on the west, France is pertinaciously  
pushing her supposed interests, by deciding  
to spend a vast sum in constructing a rail-  
way from Loosay in Indo-China to Yunnan-  
fu; by placing gunboats on the Canton and  
West Rivers; by seeking to establish French  
interests in Canton (including the opening  
of a Post Office there); and by endeavouring  
to develop trade at Kwangchow. We do  
not say that these are not legitimate  
aspirations, so long as they are confined to  
the development of trade, but unfortunately  
there is always a suspicion of political  
motives lurking behind. Great Britain  
could have no possible objection to France  
developing a valuable trade with the  
southern provinces of China, but she must  
always regard with hostility any attempt

to secure political influence with a view to  
establishing a protectorate over Kwang-  
tung. The British Government have never  
sought this for themselves, although the  
colony of Hongkong has grown up at  
the mouth of the Canton river and  
represents the toil and endeavour of more  
than half a century of successful  
trade and enterprise. It would be sheer  
folly on the part of France to seek to estab-  
lish overlordship in Kwangtung, for this  
would mean the ruin of British trade in  
China, and would be resisted with all the  
might of British arms. Why, therefore, our  
French friends will persist in trying to reap  
where they have not sown is to us a source  
of wonder and perplexity. The same energy  
devoted to the development of Indo-China  
would probably, if accompanied by a  
liberal fiscal policy, result in the attain-  
ment by that colony of a high degree of  
prosperity. But the French Government, in  
their overweening anxiety to afford protection  
to French manufactures, hedge trade about  
with such high tariffs that it distorts from  
inflation. The colonists suffer, the natives  
suffer, the Government does not gain, and  
foreign countries are estranged by this  
illiberal policy. A large army and navy  
have to be maintained to protect commerce  
which was hatched at its birth, and the  
home Government have to furnish funds to  
assist in carrying out the administration. Such  
is the result of the French Colonial policy, and  
it is not to be wondered at, therefore, that  
all their efforts to win the area under the  
tricolour are regarded with an utter lack of  
sympathy if not with downright distrust or  
hostility.

It is to be feared that the movement now  
on foot to obtain rights for the construction  
of railways will be regarded with equal  
coldness and aloofness by other Powers.  
No one is desirous of seeing the colours of  
France and Russia floating over any conces-  
sion in China, on account of the selfish  
attempts made to secure monopolies for  
these Powers. So far as the actual benefits  
resulting from such concessions are con-  
cerned, no one need grudge any syndicate  
what they can get out of them, and it would  
matter little, perhaps, by whom the railways  
were made so long as they were introduced  
into the Central Kingdom. The main  
objection to these monopolies being obtained  
by the Powers named is the political  
account they would seek to make by it. If  
French and Russian capital is employed  
in this manner it will be the part of the  
other Treaty Powers to see that Chinese  
sovereign rights are respected, but it is  
obvious that the seeds of serious complica-  
tions may easily be sown while these rail-  
ways are being laid. The best thing, were  
it practicable, would of course be to lend  
China the money, and let her make her  
own railways, under foreign supervision.  
Foreign investors would not, however,  
consent to advance money for such a  
purpose upon such terms; therefore that  
proposal is not within the scope of practical  
politics. Perhaps the most satisfactory  
arrangement would be for the capitalists of  
all the Great Powers to meet and agree  
upon their plan of action, each under-  
taking the construction of some main line  
within their sphere of influence. This has  
been done to a certain extent already. Russia  
is making the Manchurian Railway and  
contemplates connection between her own  
Central Asian Railway and the line to Pe-  
king; Germany is constructing those in Shan-  
tung; France is projecting one into Yunnan;  
none of which have been opposed by England.  
It should now be the turn of the latter to  
claim her right to lay a main line, and this  
should most certainly embrace the country  
lying between Hankow and Kowloon, via  
Canton—which we believe has been conceded  
to an Anglo-American Syndicate—and also  
any railways contemplated in the Yangtze  
Valley region.

Yesterday the British transport *Hinda*, the  
hospital ship *Carthage*, and the German gun-  
boat *Itte* arrived from Yaku, Calcutta and  
Tientsin respectively. The British transports  
*Clarence* and *Rajah* left for Calcutta.

Those of our readers who have a liking for  
turtle will have ample opportunity to-night to  
gratify their penchant at the Kowloon Hotel,  
where, as will be seen in another column, Mr.  
Osborne, the genial proprietor, will provide a  
turtle dinner, to be followed by a turtle tiffin  
on Saturday.

A Newchwang telegram of the 11th inst. to  
the *N.Y. Daily News* says:—Colonel Powell,  
who was arrested by the Russians between  
Moukden and Tieling in Manchuria, is very  
reticent about his adventures. He leaves  
Newchwang to-day in the *N.Y. K. s.s. Sendai*  
for Nagasaki. The Russians deny that  
he was arrested.

Two fresh cases of plague and two deaths  
(Chinese) were reported during the 24 hours  
ending at noon yesterday. Mr. J. Meek,  
manager, Messrs. G. Falconer & Co., who was  
admitted to Kennedy Town Hospital about  
two weeks ago suffering from plague, has now  
completely recovered, and will, we hear, be  
discharged to-day. Mr. Meek's attack was  
an exceptionally severe one, and left him very weak.  
It is only within the past week or so that he has  
been able to walk.

Lieut. General Robert Stevenson Mosley,  
Bangal Staff Corps (retired), died at Ealing  
on the 16th ult., aged 73. He served in China  
and was present at the engagement of January  
8, 1859, when the battery and village of Shek-  
tang were captured, for which services he  
received the medal.

The Sanman Bay affair, according to the  
*Universal Gazette*, has at last been arranged by  
Viceroy Li Hung-chang with the representative  
of the Power which is credited with having  
designed upon the place. It is not yet known  
what are the so-called "arrangements," but it  
seems that Viceroy Li Hung-chang has recently  
wired to the Chekiang provincial authorities at  
Hangchow assuring them that "the acute part  
of the crisis had passed and that nothing  
unusual need be anticipated from foreign  
quarters."

M. Michelot, Inspector of the Banque de  
l'Indo-Chine, is in Shanghai. The *Echo de*  
*China* says that his visit to China is not solely  
concerned with the affairs of the Bank. M.  
Michelot is charged with Peking with a financial  
mission which is connected with the indemnity  
claimed by the Peking-Hankow Railway Com-  
pany, on account of the damage caused by the  
war to the works of the line. This financial  
mission is parallel to the technical mission with  
which the Chief Engineer Boudrigues is charged.

Ever since it has become known that the  
antiquated and useless Tsungli Yamen is to be  
abolished in favour of something on a more  
modern basis, says the *N.Y. Daily News*, there  
have been many guesses as to who would be  
appointed as the first President and Vice-  
Presidents of the new Ministry, a number of  
names having been off and on, tentatively  
published as prospective members of the new  
Foreign Office. The *Universal Gazette* now  
publishes the latest prospective Presidents,  
namely, Wang Weishao, and Chiu Hung-chi,  
President of the Board of Works.

A Calcutta telegram of the 4th inst. says:—  
The Roman Catholic Archbishop Gostals  
died this morning. He had been ill for several  
weeks. He was a Count in his own right, and  
heir to immense wealth which he devoted un-  
flinchingly to Catholic objects, educational ones  
in particular. The cause of death was heart  
failure, during an acute attack of fever. The  
funeral takes place this evening at Moorfields  
Cathedral. Archbishop Gostals, who was a  
Belgian Jesuit, was 70 years of age. His library  
was one of the finest in the East, and contained  
many rare and costly books.

The *New York Tribune* says:—"The Chinese  
in the United States are preparing an organized  
fight to obtain the absolute repeal of the Chinese  
Exclusion Act. A powerful organization has  
been formed by Chinese merchants at New  
York, and the movement is expected to spread  
to the cities in which there is a large Chinese  
population. A memorial is to be presented to  
the next Congress asking for a repeal of the  
Act on the ground of unfairness, and as a sort  
of reciprocity in return for the opening of  
Chinese ports, and urging that Chinese  
immigrants shall be granted as good a footing  
as Japanese."

Writing to the Prime Minister of the  
Australian Commonwealth, General Gasco-  
ne says that he cannot speak too strongly of the  
usefulness of the Australian naval contingents.  
"The Victorians were the mainstay of the  
British garrison of Tientsin, and were practi-  
cally the nucleus of the police force of the  
British concession, in which the maintenance  
of good order was of the utmost importance.  
They also did good service in the field during  
the Peking expedition of October last. The  
New South Wales contingent has been  
more immediately under my eye at Peking,  
and it has been a source of great satisfaction  
to me to have had so efficient and reliable a  
force at headquarters." Sir Alfred adds that  
an excellent political effect has been produced  
by the appearance on so remote a stage as  
North China of these fine contingents.

On the 8th inst. an enquiry was held on board  
H.M.S. *Terrible* into the death of a stoker  
named Robert Campbell, who was drowned  
while bathing from the ship's side in Kobe  
harbour on the previous day. Campbell was  
not a swimmer, and was therefore not supposed  
to venture in unattended. He did so, however,  
and had only taken a few strokes when he  
sought for help. Another stoker named  
Plover went to his assistance, but was unable  
to keep the drowning man up. Both were  
sinking, and the ship's boat arrived just in time  
to drag Plover in over the gunwale. He had  
retained hold of Campbell's ear, but the jerk  
when he was hauled out of the water caused  
him to loosen his hold, and Campbell at once  
sank. No trace of his body had been found  
when the last mail left Japan. Heart-failure  
is supposed to be responsible for the fatality.

Mr. Allan Maclean Skinner, C.M.G., late of  
the Straits Settlements Civil Service, and  
Consul for the Siam States, died on the 15th  
ult. at his residence, Harland Road, Barton-fields,  
Canterbury, at the age of 55 years. He was  
born at Brighton in 1846, and was a son of Sir  
Allan Maclean Skinner, Q.C., Recorder of  
Windsor. He was called to the Bar in 1867,  
first appointed a cadet in the Straits Settlements  
service in 1868, passing through various  
grades and appointments in the Colony. He  
was a member of the Council of the Straits  
Settlements in 1881. He attained the rank of  
Resident Councillor of Penang in 1887, and  
that of Consul for the Siam States of Kedah,  
Satal, Penang, Gharib, Junk-Ceylon, Kephah,  
Rauang and Kra in the following year. In  
1891 he received the C.M.G. for services  
rendered. Mr. Skinner retired in January, 1897,  
and returned to England, since which time he  
has resided at Canterbury. He had been in  
delicate health for a long time, but the end  
came somewhat unexpectedly.

Mr. A. Lee Ahlo, a member of the Chinese  
Reform Party, who has been at Trinity Hall,  
Cambridge, has taken his B.A. degree, and is  
about to return to Honolulu.

In Lower Laos a rebellion has broken out  
against the French authorities, arising from  
the imposition of the fresh taxation. The  
rebels mainly object to the poll-tax.

By order of the German Emperor, the  
squadron under the command of Prince Henry  
of Prussia has proceeded to Cadiz to meet the  
German ironclad division returning from  
China.

Lord Cranborne, in reply to a question in  
the House of Commons at the beginning of  
the month, said: "We are without detailed  
information regarding the character of the  
Tibetan Mission and have not addressed any  
communication to Russia on the subject."

Sir Thomas Lipton, it appears, is not averse  
to an ocean yacht race. The *New York Journal*  
on the 16th ult. published an interview with  
Sir Thomas, called from London, on the pro-  
posed race. Sir Thomas says:—"I have heard  
nothing officially about the suggested ocean  
yacht race. I wish I had. Nothing would  
please me better than that after the Cup race,  
whether I won or lost, there should be an ocean  
race between the two *Shetland*, *Competition*,  
*Columbia*, and *Independence*. There could not  
be a better test of stability and seamanship. I  
would like a good prize to be offered for the  
winner of the race." Sir Thomas added that  
he had not decided yet whether *Shetland* I.  
should go across the Atlantic.

Major Ross, with Dr. Logan Taylor as his  
assistant, sailed from Liverpool on the 15th  
ult. for Freetown, the capital of Sierra Leone,  
where they will begin the work of exter-  
minating mosquitoes, with the view of stamping  
out malarial fever. Major Ross's method  
is to place paraffin in pools of stagnant water,  
which are the mosquitoes' breeding place. The  
oil spreads over the surface of the water and  
stifles the larvae when they come to the surface  
to breathe. Dr. Taylor will work in the  
vicinity of Freetown, and Major Ross will  
go along the coast, arranging for the exten-  
sion of the work. The funds for the expedi-  
tion have been almost exclusively provided by Liver-  
pool people and firms engaged in West African  
trading. One Glasgow man gave £1,000.

The delay of the cruiser *Cressy* at Portsmouth  
owing to a breakdown in her steering gear led  
to a curious experiment being made with non-  
inflammable wood. The *Cressy* is the first of  
our warships fitted with this material to hoist  
the pennant. She was commissioned on May  
28, and short as their stay on the ship has been,  
the *Cressy*'s officers find that the chemicals in  
the non-inflammable wood works injury to their  
uniforms, especially the gold lace and more  
expensive parts. The cabin furniture is of the  
same wood, and clothing placed in the drawers  
receives injury. By way of investigating the  
truth of the complaint, the authorities have  
procured two chests of drawers, one made of  
non-inflammable wood, the other of ordinary  
timber. These have been filled with new  
clothing, locked and placed in a room in the  
Admiral Superintendent's office in the dock-  
yard. The Lords of the Admiralty will be  
shown them, but beyond that the drawers and  
their contents will stay in the offices for a certain  
length of time; then they are to be opened, and  
a careful examination made of their contents.

There are a number of changes taking place  
in the personnel of the Korean Customs service,  
according to the *Ostasiatische Lloyd*. The  
Commissioner at Fusan, M. Laporte, a French-  
man, has been transferred from that port to  
Chemulpo. His successor will be Mr. Osborne,  
an Englishman. Mr. Chalmers goes as Acting  
Commissioner-General to Seoul. English diplo-  
macy during the trouble with the Koreans has  
certainly gained the victory. It seems that the  
Commissioner-General, Mr. McLeavy Brown,  
intends to leave Seoul in a very short time on  
long leave, from which he will not return to his  
post in Korea. It is reported that a near  
relation of Sir Robert Hart's will be successor  
to Mr. McLeavy Brown. It cannot be denied  
that he is entitled to a great deal of praise for  
the work he has done in Korea, but on the other  
hand he has made a number of enemies through  
his unbecoming will at the Korean Court in Seoul.  
It now seems that the British are willing to  
comply with the old wish of the Korean Gov-  
ernment by appointing someone else in Mr.  
Brown's place.

From an "unimpeachable source," the  
*Nagasaki Press* learns that General Gribski,  
the military governor of Blagovestchensk and  
districts, committed suicide a few days ago  
as he was approaching that city on his  
return from St. Petersburg. General Gribski,  
it will be remembered, was in charge of  
Blagovestchensk in August, 1900, when that  
city was attacked by Chinese bandits from  
Aigun, who from the opposite side of the  
Amur fired on the Russian city. The presence  
in their midst of a large body of peaceable  
Chinese was regarded by the Russians as a  
grave peril, and instructions were asked from  
St. Petersburg. The now historic telegram  
"Fling Chinese across Amur" was wired from  
St. Petersburg, and during the temporary  
absence of General Gribski, the message was  
literally interpreted by the Chief of Police,  
whose bloodthirsty Cossacks gathered the  
Chinese together, men, women, and children,  
to the number of nearly 5,000, and literally  
dug them into the water, none of the Chinese  
escaping. General Gribski was subsequently  
recalled to St. Petersburg to explain matters  
to his Imperial master, and there is reason  
to believe that he was returning to Blago-  
vestchensk in disgrace, and so decided to take  
his own life.

Mr. P. A. Reutens has won the Champion-  
ship of the Singapore Chess Club.

In the All England Lawn Tennis Champion-  
ship final at the beginning of this month, A. W.  
Gore beat the holder, R. F. Doherty.

Six midshipmen and gunners have been  
gazetted as the first recipients of the Conspicu-  
ous Service Cross for services in South Africa.

Only Pius IX. the present Pope, and St.  
Peter are credited with twenty-five years in the  
Roman Pontificate. As a matter of fact, Pius  
Nona's twenty-fifth year does not strictly begin  
until 1902.

A dramatic 'coup d'etat' took place at  
Kathmandu, Nepal, on the 26th June. The  
recently-installed Prime Minister was made  
prisoner at a school prize-distribution; and his  
brother, the Commander-in-Chief, has been de-  
clared Prime Minister, with the approval of the  
King, the army, and the people. The ex-Minister  
has been sent to an outlying district under a  
guard.

Last Friday, at the British Supreme Court,  
Shanghai, judgment was delivered in the case of  
the Owner of the *Collingwood* v. the Owner of  
the *Sherrygore*. The Court held the *Sherrygore*  
solely to blame for the collision, and entered  
judgment against her bail. The cross petition  
against the *Collingwood* and the *Sherrygore*  
was dismissed with costs. Except in so far as it  
might be increased by the addition of the costs  
incurred by the *Sherrygore* there would be one set  
of costs.

At a meeting of the General Committee of  
the China Association in London last month  
the following resolution was unanimously  
passed:—"That this Association, having regard  
to the special expression of interest by His  
Majesty's Government, would view with regret  
the cession of the Imperial Chinese Northern  
Railway to Russia, as injurious to British  
interests and prestige as tending to confirm  
and extend over North China the influence  
of a Power which is certain to discriminate  
against British shipping and commerce in  
territories under its control, and trusts that  
the endeavour of the Russian authorities to  
thwart its development by occupying land  
allotted to have been acquired by it on the  
north bank of the Peiho will be firmly resisted."

Various rumours are current in Bangkok  
shipping circles as to coming changes. It is  
stated, says the *Bangkok Times*, that Messrs.  
Jardine, Matheson & Co. are building a fleet of  
ten new vessels to be placed on the Hongkong-  
Bangkok run. Again, Messrs. Bradley & Co.  
are reported to be making additions to their  
fleet. Then two additional vessels are under  
construction for the Norddeutscher Lloyd.  
That Company has also purchased the *s.s.*  
*Maha Vajiravudh* from the East Asiatic Com-  
pany, and the latter is building two vessels  
to replace her. Then again, one M. Potal is  
receiving a subsidy to run a line of French  
steamers between Bangkok and Singapore.  
Lastly, it is stated that one of the Singapore  
Chinese firms engaged in the same trade is put-  
ting on an additional vessel. Altogether there  
would appear to be quite a boom imminent in  
Bangkok shipping.

The following appointments were made last  
month at the Admiralty:—Commander: R.  
Nugent, to the *Pembroke*, to date June 20, and  
to the *Albion*, on commissioning, to date June  
25, and to the *Bayleur* (N.), undated. Lieutenants:  
V. B. Molano (1st and 2d), A. De K.L.  
May (1), J. Man, W. B. Drury, H. J. Tweedie,  
and H. L. Boyle, to the *Albion*, to date June  
25; E. B. Kiddle, to the *Albion* (N.), undated.  
Midshipmen: H. M. Garrett, W. S. Harcourt,  
R. Wigglesworth, E. J. P. Tiddell, W. U. H.  
Parry-Okeaden, the Hon. E. B. Drummond,  
N. St. J. S. Nicholl-Carne, T. G. Carter, C. W.  
Craven, and R. Crosbie-Hill, to the *Albion*, to  
date June 25; S. Hopkins, H. P. Wilson, and  
E. B. Ramsay, to the *Albion*, undated. Fleet  
Engineer: H. J. Rampling, to the *Albion*, to  
date June 25. Engineers: A. E. Drought and  
A. G. V. Salter, to the *Albion*, to date June  
25. Assistant Engineers: C. Wain, J. K.  
Kirwin, T. E. Hughes, and A. E. E. Rayner,  
to the *Albion*, to date June 25. Captain W.  
W. Hewitt, to the *Albion*, to date June 25.  
Commanders: H. W. James, to the *Albion*, to  
date June 25; W. Carey, to the *Algerine*, to  
date June 27. Naval Instructor  
G. V. Haymont, B.A., to the *Cressy*, to date  
June 21.

Sir Henry Roscoe has been elected Vice-  
Chancellor of the University of London for the  
ensuing year. The University proposes to  
establish a practical department called the Depart-  
ment of Practical Chinese, the objects of which  
will be:—(1) To provide courses of instruction  
in modern Chinese, organised with a view to  
the needs of: (a) Persons engaged or about to  
engage in business in China as clerks, mer-  
chants, &c.; (b) officers employed or about to be  
employed in the diplomatic, consular, military,  
and Customs services in or connected with  
China; (c) civil, railway, and mining engineers  
about to be employed in China, and other classes  
to whom a knowledge of colloquial Chinese is  
important. (2) To encourage study and research  
in connection with modern Chinese questions  
and existing Chinese institutions, &c. Mr.  
George Brown, late British Consul at Kin-  
kiang, will be appointed director of the depart-  
ment, and be directly responsible to the Univer-  
sity for its organisation. The courses of  
instruction will be given by Mr. Brown, assisted  
by one or more native Chinese teachers and  
such other persons as it may be desirable to  
appoint from time to time. The University  
will provide suitable accommodation for the  
work of the department at the University  
Buildings, South Kensington. The China  
Association has undertaken to guarantee a sum  
of £500 a year for five years for the expenses  
of the department, and to take steps to raise a  
fund for its permanent endowment.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## GENERAL NEWS.

LONDON, 17th July, 8.50 p.m.

LORD ROSEBURY AND THE  
LIBERAL PARTY.

Lord Rosebury has addressed a remark-  
able letter to the City Liberal Club. He  
says that the Liberal party's attitude of  
neutrality and an open mind is impossible,  
and spells Liberal impotence. Lord Rose-  
bury does not believe that differences will  
cease in the party's ranks when the South  
African War is over, the severance between  
the sections being sincere and fundamental,  
based on an incurable antagonism of prin-  
ciples regarding the policy of the Empire at  
large.

## PRESS CRITICISMS.

The *Daily News* declares Lord Rosebury's  
letter to be a deliberate and mischievous  
effort to prevent the reunion of the party.  
The *Times* urges Lord Rosebury to work, as  
the only hope of the Liberal future, instead  
of merely discoursing.

## LORD ROSEBURY AND POLITICS.

Lord Rosebury declares that he will never  
voluntarily return to the political arena.

THE NEW RUSSIAN MINISTER AT  
PEKING—A CALM STATEMENT.

The *Norva Vremya* regards M. Lessar's  
appointment as Russian Minister to Peking  
as a guarantee that China will maintain  
friendly relations with the Powers. His  
advice will be of great value when Russia  
decides to bring the Central Asian Railway  
into direct communication with Peking, via  
Chinese Turkestan.

## REUTER'S SERVICE.

LONDON 16th July.

## RAILWAYS FOR CHINA.

The correspondent of the *Standard* at  
Brussels states that a syndicate of Belgian,  
French, and Russian capitalists is being formed  
for the purpose of constructing railways in  
China. The capital of the syndicate will be  
one thousand million francs.

LONDON, 16th July.

## INDIAN FINANCE.

An Indian loan of three millions sterling  
has been withdrawn, the applications being  
inadequate. This result is attributed to the  
tightness of money, the depression in Consols,  
and other gilt-edged securities.

## THE TROOPS IN SOUTH AFRICA.

Mr. Brodrick states that reports of the  
withdrawal of troops from South Africa, and  
other changes in the plans, are wholly inaccurate.  
He is not in a position to make a statement.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived  
at Vancouver on the 16th inst., at 9 p.m.  
The N.Y.K. steamer *Kanagawa Maru* (Eu-  
ropean Line) left Kobe via Moji for this port  
on the 17th inst., and is expected to arrive  
here on the 24th inst.  
The N.Y.K. steamer *Yasuda Maru* (Aus-  
tralian Line) left Kobe via Moji and Nagasaki  
for this port on the 17th inst., and is expected  
to arrive here on the 23rd inst.

A correspondent writes to the *Financial News*  
on the subject of Japanese finances. "The  
country, he intimates, possesses a raging Ja-  
panese war party held in check by a cool-headed  
Administration. He concludes by stating:—  
The inferences to be drawn from the rather  
perplexing conditions now prevailing in the  
Far East are, firstly, that no guarantee exists  
that the peace of the world may not be broken  
again at short notice should Russia persist in  
her policy of aggression in North China and  
Korea—for Japan is fully alive to the trend of  
Moscow policy; but that, secondly, however  
severely the economic strain may be felt at  
Tokyo, there is a steady resolve on the part of  
the Government not to be betrayed into the  
adoption of a system of financial jugglery which  
would, in the end, recoil upon its members, and  
prejudice to a serious extent the future of the  
Empire. To beware the extreme to a quarrel,  
but, being in, to bear themselves in a way that  
the opposer may, in his turn, beware, is ap-  
parently the maxim of the Mikado's Ministers,  
and no one will be disposed to find fault with  
them for cutting down unproductive expendi-  
ture, in a time of real anxiety, the better to be  
able to take their own part in a struggle for  
commercial and industrial supremacy, and in  
the actual hostilities which may be forced upon  
them by the ardour with which that struggle  
must needs be prosecuted. They know what  
they want, and they seem to be gifted with  
clear perceptions of the wisest course to pursue  
towards its attainment."



## SUPREME COURT.

Thursday, 19th July.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (Acting Chief Justice).

There were only three cases on the calendar—Lo Shing, robbery by two or more persons; Lo Yow loi alias Tai Li, uttering a forged bill; Ho Kwai, (1) robbing and wounding; (2) wounding.

**SPECIAL SESSIONS TO BE HELD.**  
The Hon. H. E. Pollock, K.C., Acting Attorney-General, before the commencement of the Sessions, asked his Lordship to fix a day for the hearing of two cases pending at the Police Court under the Forgery Ordinance. One of the witnesses was a man holding an official position in the Namtso district of China. He was now in the colony, and if he went away it would be difficult to get him down here again, as he would be outside the jurisdiction of the Court.

His Lordship fixed Monday for the Special Sessions, subject to the cases on the calendar being finished.

**ROBBERY AND WOUNDING.**  
Ho Kwai was charged (1) with wounding one Lau On on the 10th May and robbing him of \$5.20, and (2) with wounding Lau On on the same date.

A plea of not guilty was tendered by the defendant.

The following jury was empanelled: Messrs. D. P. J. Lopes, F. K. de Rozario, F. Gearing, F. G. Chinn, W. S. Bailey, J. I. Andrew, and R. Chinn.

The Acting Attorney-General, in detailing the circumstances of the case, said that on the 10th May the prosecutor, a flower-gardener out of employment, went to the Sui Kie oim diwan, situated in a side lane off Queen's Road West. After smoking some opium he left the diwan and went out into the lane. Here he met two men, one of whom ran up and put his arm round the prosecutor, while the other man, who was known to the prosecutor by sight and who was the prisoner in the dock, put his hand into the prosecutor's pocket and pulled out a package containing \$5.20. The prosecutor tried to snatch the package from the prisoner, whom he caught by the wrist. The prisoner then stabbed the prosecutor in the hip, inflicting a rather serious injury. The prosecutor fell to the ground, and his two assailants ran away. Recovering slightly, the injured man got into a ricksha and drove to No. 7 D. Station, where he made a report.

The evidence of the opium diwan keeper would show that the prisoner and the other man were in the diwan on the same night as the prosecutor, and that they left together. The story told by the prisoner at the Police Court in answer to the charge was that he and the prosecutor had gone together "to make money." On the night in question the prisoner alleged that the prosecutor quarrelled with him in the opium diwan about some money. They went down into the street together, and the prosecutor then asked the prisoner for two dollars. The prisoner had no money, and, according to his story, was there and then assaulted by the prosecutor. The prisoner picked up a piece of wood to defend himself, and struck the prosecutor with it, not knowing there was a nail in the wood.

Evidence was then led. Dr. Bell's statement was to the effect that the wound on the prosecutor's hip was a jagged one four inches deep and from a half to three-quarters of an inch broad at the surface. The wound had been inflicted by a sharp instrument like a penknife.

The prisoner's defence was similar to that which he made at the Police Court. The prosecutor was a thief, and had tried to get him to steal. When he struck the prosecutor he did not know there was a nail in the wood.

The jury retired to consider their verdict, and returned after an absence of five minutes. The foreman said they had found the prisoner not guilty on the first count and guilty on the second, adding a rider to the effect that he had acted under provocation, and did not mean to inflict such a severe injury.

In passing sentence of four months' hard labour, his Lordship said it was known that there were previous convictions against the prisoner, but that the Attorney-General did not desire to press these. The fact of their existence was mentioned just to show the character of the man.

**ROBBERY.**  
Li Shing pleaded not guilty to a charge of robbery by two or more persons at Kwai Chung on the 7th ult., when four men entered a masked and stole money and property belonging to one Ching Yau, whom they assaulted.

The jury was the same as that in the previous case.

The Acting Attorney-General said the prosecutor was the master of a grocer's shop at Kwai Chung, near Lai-chikok. On the 7th June, in the early morning, he was awakened by a knocking at the door, which, on being opened by the prosecutor, disclosed four men standing outside. One of the men covered the prosecutor's eyes with his hands, and another put sand into his mouth. Sand was also rubbed on the prosecutor's eyes; he was then blindfolded and bound to the bed. After a time he succeeded in getting the landlady partly from his eyes and saw the four men plundering the masked. They stole money and clothing to the value of between fifteen and fifteen dollars, and made off in their boat. The prosecutor's shouts attracted the notice of a neighbour, who released him from his bonds. The prosecutor then got into a fishing junk and made his way to Yum-ni, where he reported the robbery to Constable Will. The prisoner was arrested in the street early next morning, and, besides carrying a bundle containing part of the stolen property, was wearing at the time clothes which the prosecutor recognised as his.

Evidence was heard, and the jury unanimously found the prisoner guilty. He was sentenced to seven years' hard labour and twenty birch strokes, to be administered at the discretion of the gaol authorities.

The forged will case comes on for trial this morning.

A Berlin dispatch states that one of the best-known preachers in Berlin has been dismissed by the Kaiser for preaching long sermons. He was one of the pastors in the Garrison Church. The Kaiser attended this church, and, after listening to a three-quarter-of-an-hour sermon, sent his aide-de-camp to say that the sermon was too long and must be curtailed to a quarter of an hour. On the next Sunday the sermon was no shorter, and his Majesty gave instructions to have the pastor removed to another sphere of activity. Have we the same affliction in Hongkong?

**A HAPPY IDEA** for a trade mark is the word "LEMCO" coined from the initials of Liebig's Extract of Meat Co. Many inferior meat extracts seek to trade on the Liebig Company's 36 years' reputation and they accordingly seek the public to order their extract under the name "LEMCO" in order to ensure obtaining the genuine article.

## ROYAL HONGKONG GOLF CLUB.

## QUARTERLY MEETING.

MACEWIN CUP: HOOGEY CUP: POOL.

Although entries were up to the average, it is to be regretted that very few cards were returned. If members would make a point of always handing their scores in, the handicapping committee's task would be made much simpler.

The winner of the Macewin Cup in his second round succeeded in breaking the 9 hole record of the course in medal play. The score was made up as follows:—4, 5, 4, 4, 4, 4, 3=36.

**MACEWIN CUP.**  
Mr. C. M. G. Burnie ... 79 3 76  
Capt. R. M. Ramsey, R.N. ... 98 11 87

**HOOGEY CUP.**  
Mr. C. M. G. Burnie ... rec. 2 strokes 5 down  
Capt. R. M. Ramsey, R.N. ... 6 " 8 "

**POOL.**  
Mr. C. M. G. Burnie ... 79 3 76  
Mr. S. S. Sweeting ... 103 18 85

**PROFESSIONAL PAIRS TOURNAMENT.**

During the past month members have been engaged in the above competition, for which 11 couples entered. The winners had a hard struggle in their semi-final round, ending all square with their opponents after being "dormy 2" down. On replaying a few days later they were victorious by 2 up and 1 to play.

**FIRST TIES.**

Mr. H. W. Robertson and Mr. C. W. Dickinson (Merchants), Mr. A. B. Rouse and Mr. C. H. P. Hay (Insurance), Mr. H. W. Slade and Mr. R. L. Richardson (Merchants), Mr. W. J. Saunders and Mr. C. M. G. Burnie (Insurance), Major Dorehill, R.A. and Capt. D. Chapman, R.A. (Military), all byes. Mr. E. J. Grist and Mr. J. Haslings (Lawyers) were beaten by Mr. V. A. C. Hawkins and Hon. J. Thurston (Bankers) by 4 up and 3 to play; while Mr. P. A. Cox and Mr. W. G. Worcester (Shipping) only succumbed after a gallant struggle to Major Koe, A.S.C. and Capt. Des Vaux, R.A. (Military) at the 21st hole; the match being thus prolonged by mutual agreement. Mr. T. C. Gray and Mr. P. Rollier (Merchants) scratched to Mr. T. S. Forrest and Mr. A. D. Smith (Merchants).

**SECOND TIES.**  
Major Koe and Capt. Des Vaux defeated Messrs. Hawkins and Thurston by 2 holes after a good fight. Messrs. Forrest and Smith accounted for Messrs. Robertson and Dickinson. Messrs. Rouse and Hay beat Messrs. Slade and Richardson. Messrs. Saunders and Burnie disposed of Major Dorehill and Capt. Chapman, in all three cases by 4 up and 3 to play.

**SEMI-FINAL.**  
Messrs. Forrest and Smith conceding Major Koe and Capt. Des Vaux 4 strokes were down 2 down, but eventually succeeded in halving the match, and in playing off the tie a few days later proved victorious by 2 up and 1 to play. Messrs. Saunders and Burnie conceding 8 strokes scored a hollow victory over Messrs. Rouse and Hay by 8 up and 1 to play.

**FINAL.**  
In the final played on Wednesday, the 17th July, Messrs. Forrest and Smith receiving a stroke defeat Messrs. Saunders and Burnie. Obtaining a lead of 3 holes in the first nine, they played steadily golf to the finish, eventually winning a well fought match by 3 up and 2 to play.

## POLICE COURT.

Thursday, 18th July.

## BEFORE MR. HAZELAND.

## DISHONEST HOUSE COOK.

James Campbell, a housemaid, slept at the Soldiers and Sailors' Institute on Wednesday night. Before going to sleep he put his silver watch and chain under his pillow. When he awoke yesterday morning he forgot to take it with him, and was already aboard his ship before he remembered having left the watch behind. He obtained leave to go ashore again, and reported the matter to the man in charge of the Institute. They both went upstairs to the bedroom, where they found the bed complainant had slept still in the same condition as he left it, but on looking under the pillow for the watch found it had disappeared. The boys were questioned, but of course knew nothing about the missing watch. Just as complainant was going to send for the police, defendant, who before pretended he knew no English, suddenly said to complainant "I no steal your watch, and wanted to clear out. Complainant stopped him, and after much questioning by No. 1 boy he produced the watch and chain from under a pile of bed clothing where he had hidden away.

He was sentenced to six weeks' hard labour.

**AT RISK, NOT BENE.**  
Mr. Haynes, master of the Hongkong Hotel, charged the sergeant of the hotel watchmen with theft of meat and bread.

Mr. Haynes appeared for the defence. Chinese constable No. 151 told Mr. Haynes and the Court that the sergeant gave him three pieces of beef, which had been cooked to make soup, and some bread, which witness gave to him. When they got there, European P.S. 54 stopped them and wanted to know what they had. He showed the meat and bread to the sergeant, and told him where he got it from.

His Worship was about to remand the case, when he attention was drawn to the fact that the meat captured was a shoulder of mutton, and not the cooked soup beef witness spoke about.

His Worship said that as the mutton stolen could not be the soup beef of witness' story, he had no alternative but to dismiss the charge.

Luking 151, who gave evidence in the above case leading to the discharge of the accused, was in turn charged with the theft of three pounds of mutton and a loaf of bread from the Hongkong Hotel. His case has been remanded for hearing until a later date, and defendant released on \$25 bail.

**A QUESTION OF PAYING WAGES.**  
Mr. A. Cunha, a clerk, charged a coolie with disorderly conduct.

Complainant said he found defendant inside his house; when asked what he wanted, he said money. He was a house coolie formerly, and had swaggers due him, but complainant refused to pay him as the work performed by defendant had been satisfactory. He told defendant to get out of the house, and gave him a push. Defendant then picked up a stone

## BRITISH NORTH BORNEO.

The trade returns of British North Borneo give the following results:—  
Imports. Exports.  
1900 \$3,178,929.29 \$3,339,621.59  
1899 " 2,456,993.96 3,439,569.33  
Increase, \$721,935.33 Decrease, \$102,938.94

The improvements going on in the territory resulted in a large increase in the importation of materials for telegraphs and railways. In exports there were heavy increases under the heads of gutta percha and timber. Several important export staples show a falling off this year in the official customs report.

The decrease in catch is regrettable owing no doubt to the fluctuation of "home" prices. The decrease in catch is also regrettable, but it cannot mean that the peninsula is any way worked out as all other jungle products have substantial increases. Cattle, in many other adjacent countries, seems to have seen its days. It is to be hoped for the sake of those now engaged in this production that good times may again come round. The collection of seed pearls seems to have fallen off considerably. Treating the exports generally, it may be said that the decrease is mainly due to an agricultural product (rubber) that is most liable to fluctuation.

**GUNNERY ON THE "TERRIBLE."**

The cruiser *Terrible* completed her prize-firing on Thursday last, having made 101 hits in 128 rounds with her 6-inch quick-firing guns, or a score of 82.2 per cent., which is a record for this calibre of gun, says the *Naval and Military Record*. When in command of the cruiser *Scylla* Captain Percy Scott established the gunnery world with a score of 84 per cent., but the *Scylla* has six 4.7-inch guns, the best hitting weapon, and only two 6-inch guns. Later, when he went to China in the *Terrible*, that ship made the best target practice on the station, and now she has beaten her own performance of last year. Indifferent gunnery has invariably been ascribed to want of sufficient practice by the gunners, but the experience of the *Scylla* and the *Terrible* does not support this suggestion. These two ships stand out prominently because of the sharp, practical, phenomenal results. Why? The answer is an open secret. The *Terrible* is not the best shooting ship in the service because she has the best guns or the steadiest platform, nor because her gunners were specially selected. The explanation is to be found in the recognition of the fact that if the guns cannot hit the target both ship and gunners are tinkling cymbals, signifying nothing.

By a coincidence the day after the news of the *Terrible's* successful performance reached England, Commander J. E. Drummond, the gunnery lieutenant of the ship, presented one of the ship for services in South Africa and China, arrived in this country. It will be remembered that in the final attack on Pieter's Hill, which opened the way to Ladysmith, General Buller asked for heavier artillery, and a 6-inch 7-ton quick-firing gun was landed from the *Terrible*, and on a Scott mounting, was sent to the front under Lieut. Drummond. This was the heaviest piece of ordnance used in South Africa, and the way in which Lieut. Drummond and his men handled it evoked special mention of the officer, who has since been promoted, in the despatches of the day, for the heavy battery shell it poured into the enemy's camp was an important factor in the attack. When news of the disturbance in North China reached Hongkong steps were taken on board the *Terrible* to mount 12-pounder guns, and on the arrival of the ship at Taku these guns were at once taken by Lieut. Drummond to Tientsin, where there is no doubt they materially assisted in saving the garrison. Later on Lieut. Drummond was the only officer who took guns of this calibre to Peking.

Commander Drummond, to give him his present title, has added greatly to his reputation in brilliant war services, raising the gunnery of the *Terrible* to its present high state of efficiency, and there is reason to believe that even if he had not served in the field with such conspicuous gallantry, the devotion he has shown to his special branch of the service in producing the best shooting results of the world would have won for him his promotion. Only 27 years of age, Commander Drummond has the unique distinction of having within one year taken naval guns to Ladysmith and Peking, and having on both occasions played a leading part in the successful solution of the problem. These achievements must be added the formation of a corps d'élite of naval gunners, who cannot easily be beaten. He has used his opportunities wisely and well, and he has only now to live to become eventually an admiral of the fleet.

## MRS. BOTHA'S INTERVIEW WITH EX-PRESIDENT KRUGER.

The following account of the interview between Mrs. Botha and ex-President Kruger was telegraphed on the 17th ult. by the Amsterdam correspondent of the *Express*:—  
When Mrs. Botha came into the presence of Oom Paul, one of the very first inquiries the latter made was, "How is Mrs. Kruger?" Upon being set at rest on that score, for Mrs. Botha told him that his wife was all right and well looked after by the British authorities, he said he was prepared to hear her story.

This was told him in her own words, Kruger refraining from interruptions. As she got on with the story of the Boer condition, as told to her by her husband, she became so overcome by her emotions that she burst into tears, and was obliged temporarily to stop the narrative. She was convinced Mr. Kruger that the Boer cause is as good as played out. Her story has given him a more accurate account of the actual condition of things than he ever had before, because his entourage have carefully kept back facts from him which were detrimental to the Boer cause, and magnified others which were in their favour.

At one point in Mrs. Botha's story where she touched on the miseries which the Boer women and children following the commandos suffer, her voice shook with emotion, and then a tear stole down Mr. Kruger's cheek.

When she left he shook her hand heartily, and thanked her again and again for what she had done.

## BRITISH INTERESTS IN CHINA.

## DEPUTATION TO THE FOREIGN OFFICE.

A deputation of representatives of the Association of Chambers of Commerce of the United Kingdom attended at the Foreign Office on the 11th ult., for the purpose of laying their views in the matter of British commercial interests in China before the Secretary of State for Foreign Affairs. Lord Lansdowne was, however, unable to receive the deputation owing to illness, and his place was taken by Lord Cranborne, Under-Secretary for Foreign Affairs, who was accompanied by the Hon. F. B. Bartie, Assistant Under-Secretary, and Mr. F. A. Campbell, head of the China Department of the Foreign Office. Mr. W. H. Holland, M.P., introduced the deputation, which included Mr. Joseph Walton, M.P.; Dr. Farquharson, M.P.; Mr. Briggs, M.P.; Colonel Pilkington, P. Mr. Emmott, M.P.; Sir John Colomb, M.P.; Sir W. Brampton Gordon, M.P.; Mr. Weir, M.P.; Sir J. Leese, M.P.; Mr. Charles McArthur, M.P.; Mr. Henry Norman, M.P.; Sir A. Hayter, M.P.; Mr. Harwood, M.P.; and the following members of the Chamber:—Sir E. H. Carbutt, Mr. J. W. Smith, Mr. J. Grotton, Mr. Hancock, Mr. Stichel, Mr. Firth (Halifax), and Mr. F. Brittain (Sheffield).

Mr. HOLLAND, M.P., in introducing the deputation, expressed their regret that the illness of Lord Lansdowne had prevented his receiving them. The deputation desired to present to the Foreign Office the resolution which was passed by the Association of Chambers of Commerce last March as to the necessity of safeguarding the commercial relations with China. Happily, on the China question, both political parties were agreed, and equally interested in maintaining the volume and prosperity of our China trade. The speakers he would introduce represented both political parties, for they were all agreed that in the presence of the vast issues at stake, party questions had no place. That there were enormous possibilities in the China market was admitted by all arguments. Those who declared the market best were most emphatic in declaring it incapable of being exaggerated, and considerable as was their past trade with China, they had only touched the fringe of that trade. They firmly believed that the prosperity of our trade for the next generation, and perhaps for many generations, was in the hands of the Foreign Office in the hands of the Foreign Secretary, and of this Lordship representing the Foreign Office in the House of Commons, ten degrees of importance in our time. They considered, if there were any doubts now with regard to these questions, it would be a waste of time to come, whilst vigilance would cause prosperity in the future. (Hear, hear.) He gladly acknowledged that the speech of the Marquis of Lansdowne in the House of Lords, on May 21, showed that the Foreign Office was not unmindful of the interests of British trade in China. Their policy should be one of wisdom and continuity; of unimpaired trade and intercourse; and they should look to it that this policy was carried out, and that no single Power should obtain advantage to the exclusion of the others. They had no desire to embarrass the Government in their already delicate task. In protection of the difficulties of the task would be the credit of its successful accomplishment. He hoped they would not awake some morning and find themselves in a worse position than they were at present. (Hear, hear.)

Mr. JOSEPH WALTON, M.P., said he had had the honour of moving the resolution at the recent meeting of the Associated Chambers of Commerce in reference to the importance of safeguarding British commercial interests in China. The importance of the China trade was shown by the fact that out of a total foreign trade done by China of 70,000,000, the share of the British Empire was no less than 43,000,000 sterling. The foreign trade of China was capable of almost unlimited expansion; and if it was developed in the next 30 years to the same extent as in the past years by Japan, it would mean an increase of 200,000,000 sterling a year. During the last two years of great commercial prosperity the necessity of preserving their just rights and privileges had not been so fully realised as it was likely to be during the cycle of commercial depression with which they would now have to face. They would then have brought home to them the absolute necessity of safeguarding and upholding the equal right to trade throughout the great Chinese Empire, with its 400,000,000 of people. He believed there never was a question on which national political parties were more fully agreed than upon the policy which ought to be pursued in regard to China, namely, that it should be directed towards preserving China for the Chinese and an equal opportunity for all nations to trade there. That has over and over again been announced as the policy of the Government, but the question was how far that policy was being successfully carried out. There was little doubt that the uprising on the part of the Chinese people to expel foreign intruders was due mainly to the unjustifiable aggressions of foreign Powers on Chinese territory, and secondly to the conclusion by foreign Powers of agreements behind the back of the Chinese Government dealing with large portions of the Chinese Empire. There was the Anglo-Russian Agreement entered into, which we conceded to Russia exclusive rights of railway construction north of the Great Wall of China, whilst she conceded to us similar rights in the Yangtze region. Then came the Anglo-German understanding, which was to the effect that we accorded to Germany preferential rights as regarded railway construction in the great province of Shanung and the valley of Hoang-Ho, whilst we reserved similar rights in the Yangtze region. The agreement, however, seemed to be nullified by the Anglo-German Agreement, which, whilst it confirmed to Russia and Germany the preferential rights which had been referred to, cancelled the preferential rights accorded to us in the Yangtze region and admitted Russia, Germany, and other Powers to equal privileges with ourselves in the matter of railway enterprises in that region. If the object—the preservation of the integrity of China and an equal opportunity to trade there on the part of all nations—had been secured, it would have been a step in the right direction; but in view of the statement of the German Government that they did not regard it as applying to Shanghai or Manchuria, it became practically valueless as ensuring the open door to the Chinese Empire. He might say British commercial men regard the setting up of a better Government and administration in China as the only foundation upon which the rapid development of that country can proceed. To restore peace and tranquillity to China, it was earnestly to be hoped that the raiding expeditions which the Germans appear so wishful to undertake will be discouraged by His Majesty's Government, and that the efforts will be directed to facilitating the return of the Chinese Government as speedily as possible to Peking, in order that the country may be replaced under Chinese rule and the foreign troops withdrawn. He (Mr. Walton) expressed the hope that the influence of the Government would be used to secure for the Chinese the right to manufacture and import arms, and to create such military forces as might be necessary to prevent their

being at the mercy of foreign aggressors. They were glad to know that the Government desired to limit the amount of the money indemnity, believing that the compensation should be largely sought in increased facilities for trade. He suggested that the commercial treaties should be re-negotiated, and in case of a substantial increase of duty beyond 5 per cent. being agreed to, it should be on the conditions:—  
(1) That all *lekis* be absolutely abolished.  
(2) That a proportion should be handed over to the Provincial Exchequer to make good their loss of revenue by the abolition of *lekis*.  
(3) That a further sum should be allocated for the adequate payment of Chinese officials, in order to prevent the necessity for their appropriation of revenues passing through their hands.

The next question was the question of the railway concessions. Of the concessions granted for the construction by British subjects of railways to the extent of 2,800 miles, no single concession had been finally ratified or the work of construction begun; whilst, on the other hand, Russia, Germany, Belgium and France were, even in the midst of the present crisis, busily engaged in occupying China by railway. It was stipulated that the whole of the material and rolling-stock in connection with these railways should be drawn from the countries of the respective concessionaires, to the entire exclusion of British producers and manufacturers. Having regard to the fact that this country opened China to trade, and fought at least two wars to maintain her trade rights, that condition of affairs was very unsatisfactory. There was no question that the investors had confidence in Chinese railway enterprises, as could be judged by the fact that when the loan of £2,327,000 for the Northern Chinese Railway was put on the market no less than £12,000,000 sterling was subscribed by the public. At the present moment Russia remained in possession of that portion of the Chinese railway north of the Great Wall, the line from Shanghai to Tientsin, and, although on no ground of military exigency could the retention of the railway be deemed necessary. In addition to this, the claims raised by Russia to a large tract of land stretching for two miles along the bank of the river at Tientsin, part of which is undoubtedly the property of the Northern Chinese Railway Company, is another disturbing incident. The British commercial community look to His Majesty's Government to see that British holders have recovered to them the property to which they are entitled as security for a loan advanced with the special knowledge and sanction of the British Foreign Office. The Peking-Tientsin is very narrow, the British Settlement there (which is on Crown land) is on the opposite bank to the land demanded by Russia, and the whole width of the river is already fully occupied by shipping arriving and departing from the wharves on the British Settlement. A very serious interference with trade would therefore result if Russia created shipping facilities on the land referred to. In contrast to the enterprise and courage of Russia, the British Government has shown itself so little alive to the commercial interests of the Empire that the railway from British Burma to the Upper Yangtze, comparatively short in length, and which has been shown by recent surveys to be perfectly practicable—has not only not been undertaken, but has been absolutely discouraged by our Foreign Office. We ought also to secure equal rights with all other nations for the carriage of our goods over railways laid down by Russia and other foreign Powers. His Majesty's Government had, he understood, explicit assurances from Russia both in regard to the railway matters and in regard to Newchwang, that these occupations are only temporary. It would appear, however, that there is no reason why Newchwang should not be restored to its original position as regards both civil and military administration without further delay. He went on to speak of the efforts put forward by the French to acquire a predominant influence in Yunnan and Szechuen. They showed strong opposition to the opening of Kiangsu to a free port, and to the granting of a concession to the Chinese Government to Great Britain for the construction of a railway from British Burma to the Upper Yangtze; whilst they have insisted upon a concession for a railway from Tientsin through Yunnan to the Upper Yangtze, and are proceeding with its construction. The French were also actively seeking to gain an influence in the provinces of Kwangsi and Kwangtung, though the latter was the hinterland of Hongkong. The question of safeguarding and upholding British commercial interests in Southern China was a matter of the highest importance, and in view of the fact that whereas in 1857 seven-eighths of the imports to Tientsin came from England, Germany, and Switzerland, owing to duties put on in favour of France, and running up to 50 per cent, three-fourths of the imports now came from France, and only one-fourth from the rest of the world, it was clear that France had practically destroyed our French Indo-China trade. Another important question was the urgent need of having our Consular Service system entirely remodelled. As the result of his travels in the Far East he was bound to the public interest to say that whereas the American, German, Japanese, and other Consuls devoted their attention mainly to pushing the commercial interests of their respective countries, our Consuls for the most part seemed to regard their diplomatic and judicial functions as of the first importance, and our commercial interests quite secondary; whereas the latter should be the principal object kept in view. If British traders were not to be placed at a disadvantage as compared with their foreign competitors, especially did it appear to be necessary that Oriental institutions should on a large scale be immediately provided, where those desirous of entering our Diplomatic and Consular Service could be thoroughly taught the Chinese, Japanese, Persian, and Oriental languages.

Mr. J. THOMPSON (Manchester) pointed out that the entire China trade in 1859 was 70,000,000, of which no less than 43,000,000 belonged to England. Manchester showed very largely in that trade, as in 1859 they sold 500,000,000 yards of cloth and 26,000 bales of yarn which was manufactured in the district. In addition to this there was a considerable trade between China and Bombay. Large as these figures were, they were not what might be expected looking at the wealth and population of China. The people generally fully concurred in the opinion of the Government, that it was desirable to keep down the amount of the indemnity. He hoped, when the revision took place, that the charge would be made a specific charge and not an *ad valorem* duty, as *ad valorem* duties were open to many objections. The

(Continued on page 5.)

## EVERYBODY

WHO

KNOWS

ANYTHING

SAYS

THAT

CLUB

WHISKY

IS

THE

BEST.

\$12 PER DOZ.

## H. PRICE &amp; CO.

Hongkong, 1st July, 1901.

[616]

## PIANO TUNING.

If you VALUE your PIANO at all, you should have it TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

and TRAINED MEN ONLY, who are employed by us.

THE

ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901.

[622]

## DUINART PERE &amp; FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.  
Hongkong, 17th May 1895. [627]

## CARBOLNEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [632]

## 怡生號 YEE SANG &amp; CO.

COAL MERCHANTS.  
Have always on hand LARGEST STOCKS OF EVERY DESCRIPTION OF COAL.  
Address—Care of Messrs. KWONG SANG & Co. No. 44, DES VŒUX ROAD. [683]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"TIENTSIN" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—From London, &c., ex *s.s. Egypt and Clyde*. Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.  
Hongkong, 17th July, 1901. [1]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"BANCA" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.







## TO LET.

## TO LET.

OFFICE with VERANDAH attached, No. 12, QUEEN'S ROAD CENTRAL. Apply to—  
HEUBERMAN, HERBST & CO.  
Hongkong, 8th July, 1901. [1731]

## TO LET.

N<sup>o</sup>. 8A, QUEEN'S ROAD CENTRAL. Apply to—  
KWONG CHEONG WO.  
No. 239, Des Vaux Road.  
Hongkong, 9th July, 1901. [1733]

## TO LET.

"SIMLA HOUSE," MACDONNELL ROAD (above Dr. Gorbett's Residence). A FLAT OF FOUR ROOMS, TWO BATH-ROOMS, COOK-HOUSE, SERVANTS' QUARTERS, STORE-ROOM, &c., commanding full view of the Harbour. APPLY WITHIN.  
Hongkong, 13th July, 1901. [1738]

## TO LET.

OFFICES in BEACONFIELD ARCADE. SMALL GODOWN in DUNDRELL STREET. For Particulars, apply to—  
R. C. WILCOX.  
Hongkong, 16th July, 1901. [1734]

## TO LET.

N<sup>o</sup>. 6, WEST TERRACE, ONE EURO PEAN HOUSE, consisting of TWO FLOORS, in a respectable locality. Rent moderate. Apply to—  
KWONG WING SANG.  
No. 182, Queen's Road Central.  
Hongkong, 17th July, 1901. [1800]

## TO LET.

N<sup>o</sup>. 1, STEWART TERRACE, the PEAK. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 17th July, 1901. [1739]

## TO LET.

GODOWN, No. 5A, DUNDRELL STREET. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 5th July, 1901. [1692]

## TO LET.

A HOUSE in RYON TERRACE. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 13th July, 1901. [168]

## TO LET.

ROOMS or OFFICES with SERVANTS' QUARTERS in FIRST FLOOR, No. 6, ICE HOUSE LANE. Apply to—  
A. RUMJAHN.  
Hongkong, 4th July, 1901. [1685]

## TO LET.

POSSESSION, AUGUST 1ST. THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD. For Particulars, apply to—  
LAUTE, WEBER & CO.  
Hongkong, 9th July, 1901. [1730]

## TO LET SHORTLY.

SHOPS, OFFICES and FLATS, Des Vaux Road Central (Opposite Lane Crawford & Co.). Apply to—  
HUMPHREYS ESTATE AND FINANCE CO. LIMITED.  
Hongkong, 12th July, 1901. [1734]

## TO LET.

IMMEDIATE POSSESSION. 3 LARGE and WELL-VENTILATED ROOMS with BATHROOM and VERANDAH, No. 37, CAINE ROAD. Apply to—  
R. J. REMEDIOS,  
Mercantile Bank.  
Hongkong, 11th July 1901. [1735]

## BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 21, CAINE ROAD. Hongkong, 29th September, 1900. [689]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATTHEW, 2, Pedder's Hill. Hongkong, 1st January, 1892.

## BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY, "VERITAS," BEACH ROAD WEST, FELIXSTOWE, SUFFOLK, ENGLAND. Hongkong, 28th August, 1900. [73]

## DANG CHEE, SON &amp; CO.

IMPORT and EXPORT MERCHANTS, 6, D'AGUIAR STREET. BRANCH—N.S.W. AUSTRALIA. Hongkong, 2nd July, 1901. [1684]

## SIEN TING.

SURGEON DENTIST, No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891. [932]

(Continued from page 3.)

system of *leiki* was not the only objection. Any person who could firmly fix the amount of the taxes would deserve the hearty thanks of the Chambers. Another thing was that it was desirable to open out the interior of the country. The internal waterways were nominally thrown open to our trade in 1858, but the privileges then granted had been hampered with so many restrictions as to become of almost no value. If it could be arranged that small steamers should really be allowed to navigate the rivers and canals, a great increase of trade might be looked for.

Mr. C. McARTHUR, M.P. (Liverpool), said he heartily endorsed all that had been advanced that day, but he would remind them that it was necessary to draw a distinction between the theoretical and the practical. He was entirely at one with the Government as to the policy in China. The Chamber of Liverpool recommended that in China we should have a Minister of the first rank, with full powers, and able to act on the spot. (Hear, hear.) As to the railways, there was no falling off in the public interest, but other countries got their Governments to back them, and we did not. The speaker, in conclusion, advocated the abolition of *leiki* and the removal of the prohibition of the export of salt.

Mr. H. E. HIPPERT (Blackburn), said in view of the enormous population and the great wealth of China, they looked to that country to supply markets for England. He contended that it was very desirable some definite conclusion should be arrived at. He advocated a more equitable dealing with the waterways of China, and suggested that the British share of the indemnity might take the form of making the cities and towns on the waterways open ports, so hoped and believed the result of the deputation would be the revival of the China trade.

Mr. C. E. HOBHOUSE, M.P. (Gristol), also addressed Lord Cranborne.

LORD CRANBORNE'S reply. My first duty is to express Lord Lansdowne's profound disappointment that he is unable to meet the deputation. Lord Lansdowne is confined not only to his house but to his bed, and he has charged me most earnestly to express to you his excuses and apologies. With regard to what has been said by this very important deputation, I think I have realised, perhaps rightly, the spirit in which you have attended here. It is rather that the members of the deputation should inform the Government than that the Government should inform the members of the deputation. (Laughter.) The most encouraging feature is the unanimous character of the opinion which prevails in England now upon this question. Practically we may say that all parties in Parliament are agreed, and that all parties in the country are agreed, as to what the main outlines of the policy should be, and I am glad to think and to know that in its main outlines—I do not say in all details—His Majesty's Government are in accord upon all the principles which have been expressed by the deputation. With reference to the commercial aspect of the Chinese question, His Majesty's Government are agreed as to its great importance. Yesterday I was asked a question in Parliament on the subject of trade in China, and I then stated, what I now venture to repeat, that the furtherance of British commercial interests in China must in the first instance depend upon the enterprise of our traders. There is no getting out of that. In the first instance, it must be the traders themselves who must promote trade in China. One of the speakers has discussed the question whether it is or is not the fact that British traders have lost some of the enterprise which used to characterise them. Of course I am not in a position to pronounce an opinion upon that, but I think that in approaching this Chinese question we must realise that a certain amount of risk was incurred, and unless our traders are prepared to take it there is no doubt that the foreigner will succeed. The duty of the Government is to secure for the traders a full opportunity to promote their trade; and I think I may say without any boasting that they have within the last few months achieved some results. Let us take the railway question and the work of the last few years. First of all, there is the agreement between Great Britain and Russia which reserves to ourselves a very large area of China for railway enterprise. Of course a very large district is reserved to Russia. And the same spirit was evinced in the Anglo-German understanding, to which I think Mr. Walton referred; and quite recently the successful efforts which His Majesty's Government have made to recover for British shareholders control over a very large part of the northern railways of China were used in the same spirit. We quite recognise that there is a large portion of the railways which is part of the security of the shareholders, and our efforts are always directed, and will be directed, towards our recovering the same control of the northern portion as we have in the southern portion. The same spirit, I think has characterised the policy of the Government with regard to commerce. One or two speakers have spoken of the negotiations for the payment of the indemnity, and, of course, it is an open secret that a certain number of the European Powers have desired to obtain it by raising the Maritime Customs to 10 per cent. *ad valorem*. It is well known that His Majesty's Government have resisted that, and I may say successfully resisted it. (Hear, hear.) Mr. Walton said that he would like information on a great number of details, which perhaps this would not be a very good opportunity for furnishing that information. He spoke of the indemnities at some length. Now, the methods in which these indemnities are to be paid I shall not discuss on the present occasion. The negotiations are not complete, and therefore it would perhaps be wise not to say too much. No doubt some kind of international instrument will have to be created through which this money shall be distributed to the various Powers who are obtaining indemnities from China. I dislike the phrase "international board," because it implies some kind of international control; and as the deputation knows very well, the policy of the Government has been to resist anything like the disintegration of China. (Hear, hear.) I can conceive no method which would lead to disintegration more rapidly than anything like international control of a definite kind; so what we have for an international instrument such as I have spoken of for the distribution of this money, not in the name of control, but such as I have described it—merely a channel through which this money will reach the various Powers who are entitled to it. The general relations between ourselves and the Powers, as the deputation will gather from what I have said, are at the present moment of an exceedingly friendly kind; and I think that is due to the policy of courtesy and reserve with which we have pressed our rights upon the other Powers. (Hear, hear.) The one thing to avoid in foreign politics, and especially Chinese politics, is international swarzer. It leads to nothing. I am quite sure, but friction, and is of course necessarily adverse to commercial interests. We have certain well-defined treaty rights, and those treaty rights we continue to press upon the Powers by firm but courteous representations; and anyone will agree who

has watched the recent issue of our relations with Russia that we have pressed them with no small measure of success. Now there are one or two special matters which perhaps I ought to mention. There was the question of the opening of Nanking-fu on the West River. As the deputation are probably aware, it was arranged that it should be thrown open shortly before the outbreak of the trouble. That is a matter which has not been at all forgotten; on the contrary, it is one of the things marked out for our early consideration. Then there was the question of the internal reform of China—in one sense that is more the business of the Chinese than ours; therefore it is not a matter which we can insist upon, but it is a thing which we shall help forward with all the means in our power, because we recognise, as you recognise, that that makes for the commercial interests of Great Britain. In the same spirit we are anxious that the terms imposed upon China shall not be so severe as to injure her prospects, and in fact they will be limited by the necessary payments she must make for the damage she has done, so far as we can insist upon it and by the necessary punishment of those who have carried out the crimes in China, and the future protection of the Law, and the means of getting there. There are a number of other matters of which I made a note, but which I do not propose to go through. Among others there was the question of the land Customs, which has been pressed upon me by one speaker—the difference between the rate of the Customs duties over the land frontiers and what exists at the ports. That matter, I need not say, is very much before our minds, and will not be overlooked. Then there is the great question of the *leiki*. I shall not attempt to go into that because I should be only repeating what I have had several opportunities of saying in the House. The only thing I would ask the deputation to remember is the wise words which I think fell from Mr. McArthur, that the enormous complication of the *leiki* system of course makes it necessary that the kind of reform should be a very long and arduous business, and it will be a pity if the commercial interests of Great Britain depended too urgently upon the immediate abolition of the *leiki*. Rapidly is not Chinese (laughter) and when one looks at the complication of the system of *leiki*, and reflects that the two authorities who are engaged in abolishing it are China on the one hand and the Council of the Powers on the other, I think we shall realise that anything like undue haste is likely to be avoided. Finally, I have to thank the deputation for the practical suggestions they have made to me. Let us try to avoid things they only suggest that which is of practical advantage. That has always been the policy of Great Britain, and that is why we have been so pre-eminently successful. Mr. W. H. HOLLAND thanked Lord Cranborne, and the deputation then withdrew.

Mr. WALTON, M.P., in reference to the deputation, makes the following statement: "I am bound to accept and regret, as one gentleman towards another, Lord Lansdowne's inability to receive us. It was so unexpected a deputation, however, that it practically subjected the views of the House of Commons upon British trade interests in China, and all that was needed to render its effect complete was to make its views known directly to the Foreign Secretary. Lord Cranborne, who received us, passed unaided to the reply, hence there is no option left to us but to bring the matter up on the Foreign Office Vote."

## A STORY OF THE CENTURY.

Here is a quotation from an old friend of mine and of yours—a doctor, one of the wisest, most kindly-hearted, and successful of the men who compass his mortal profession. "One thing," he says, "I have been telling my patients for the past forty years, that, so far as least as the science of medicine is concerned, the human mind is merely a name for a group of brain functions. The food in the blood acts chemically upon certain nerve centres, and this is imperceptibly worked up into what we call reason. In other words, the condition of the mind depends upon that of the body. "For example," continues the doctor, "there are people who are troubled by irritability, great mental depression, sleeplessness, a morbid hallucination, and other symptoms expressed by the general term 'neurasthenia' (and who also fear insanity), who might either avoid such sufferings or be cured in a month, if they but knew that at the bottom of the whole business lies the poisonous products of imperfect digestion. Ninety per cent. of all the cases of mental and nervous ailments in persons under fifty are directly due to dyspepsia."

Now we will listen to Mr. George Bath. "For many years," he says, "my life was marred and spoiled by indigestion. At first only slight, the attack became more and more severe as the years rolled by, until at last I was a mere physical wreck, a ready prey for every disease. My head was racked with pain, fierce dizziness, stabbing, rending pains, that almost drove me frantic. I had no relish for food, and what morsel I did swallow filled my body with wind and caused a most oppressive sense of fullness on the chest."

"What with a distressing sense of sinking in the stomach, and a constant feeling of sickness, through the foul state of my tongue, I felt, as I looked, 'of all men most miserable.' "This wretched existence—it wasn't life—I dragged on for twenty years with just a short respite now and then. Each year the disease tightened its grip, sapping my strength and vitality. Doctors examined me and gave me medicine. They lightened my purse, but not my ills. At times I turned quite dizzy and faint, and got so nervous and depressed that I scarcely dared venture out of doors."

"My whole nervous system seemed astringing; the slightest noise distressed me. Why, the ticking of a clock in another room, was sufficient to keep me awake for hours, and a knock at the door would make me jump and tremble all over."

"Friends shook their heads as they saw me tottering about mere dead than alive, and said 'Bath has not long to live, poor fellow.' That was six years ago, but I'm alive still and very much alive too. Why, I seem to be getting younger every day. Though I am now seventy years of age, I am so brimful of energy and animal spirits that I feel equal to anything. It was Seigel's Syrup that wrought the change, nothing else. I owe my life to its wonderful power."

"Now, forty clocks ticking wouldn't spell my sleep, and food must be very indigestible indeed to upset me. I would rather lose £50 than be without Seigel's Syrup, for it has made a man of me, and added years of happiness to my life." George Bath, Trefusis Villa, Windmill Road, New Brompton, Kent. April 25th, 1900.

No word of the writer's can give one jot or tittle to Mr. Bath's frank and eloquent statement, the truth of which is vouched for by many independent witnesses, among them being Mr. John Senec, Relieving Officer, Malvern Union, Chatham, and Mr. A. Durrant, Short Street, Luton Road, Chatham, to both of whom Mr. Bath is personally known.

New turn back to the quotation from the old doctor, and you will learn what Mr. Bath's

disease was. No, never mind, I will set it down here—it was dyspepsia. Oh, if my voice could but reach all the suffering men and women in dear old England, how I would shout to them the old doctor's deep saying and the story of Mr. Bath's illness and cure. But, as it is, we must take the chances of their seeing this report in print. [60]

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE. The only office in China having European taught workmen. Equal to Home Work.

## BUILDERS

HANG ON. Contractor, 53, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite. Mechanics engaged, Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

THE PHARMACY. 10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY. Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

CHIEF & CO., Established 1859. Every Household Requisite. Depot for Brinsford's Kwik Films and Accessories; 17a, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS. Diamond Merchants and Watchmakers, 10, Wilson's Building, Queen's Road. Also at Shanghai, Manilla, Paris and Hong.

## PHOTOGRAPHERS

A BONG. The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Every Miniature, Oil Paintings, &c.; 10, Leif Street.

LEE CHEUNG. 100, Hager Street, Top Floor. Permanent Enlargements, Groups, Views, &c.; Development Works, Amateurs' Requisites.

M. NUMEYA, JAPANESE ARTIST. Bromide and Cyanotype Enlargements and also colouring Photos and relief Photos. Views of China and Manilla. Work done for Amateurs; No. 8A, Queen's Road Central.

## PRINTING

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO. Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO. Navy Contractors, Ship Chandelers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO. Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND. 43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers. Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blandell, Spence & Co.'s Commission.

## TAILORS

R. HAUGHTON & CO. Naval, Military and Court, 10, Queen's Road. Opposite Kuhn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS," Importers of the Best Manila Cigars; 25, Pottinger Street.

## WATCHMAKERS

DROZ & CO. 10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

## MAIL TABLES.

THE Card published at the Daily Press Office contains—

English Mails, homeward and outward  
French " " " "  
German " " " "  
Canadian " " " "  
Parcel Post  
Calendar for 1901

That is more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Booksellers.

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNOLD, KARBURG & CO. Sole Agents. [319]

MACHINERY and SUPPLIES. Engines, Boilers, Pumps, Wood Working and Iron Working Machinery, Saw Mills and Saw Mill Supplies, Sugar and Rice Mill Machinery, Mining and Milling Machinery. Write for Catalogues and Prices of what you require. PARKE & LACY CO., 21 and 23, Froment Street, San Francisco, Cal., U.S.A. [702]

## VIOLIN LESSONS.

LESSONS in VIOLIN for Elementary and Advanced Pupils by an European Gentleman.

Terms, &c., apply by letter to—  
TEACHER, Care of Daily Press Office. Hongkong, 8th July, 1901. [1715]

## ON SALE.

## THE

## CHRONICLE AND DIRECTORY

## FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.,

## FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate Guides FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts, condensed and set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

## FOR SALE.

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION

## SALES

CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.

FOR PARTICULARS, APPLY TO—

HOTZ, SJACOB & CO. [313]

## JAPAN COALS THE MITSUI BUSSAN KAISHA (OR MITSUI &amp; CO.)

HEAD OFFICE—2, SHIMOMOTO-CHO, TOKYO. LONDON OFFICE—11, LIME STREET, E.C. HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES: New York, San Francisco, Hamburg, Bombay, Singapore, Manilla, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kyoto, Shin-osaka, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers. SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamato Coal Mines; and SOLE AGENTS for Fukuoka, Hokokai, Idzumi, Kanata, Kishima, Mammura, Onoura, Otsuji, Tominayama, Tsukuru, Yoshinomi, Yoshio, Yuzubara, and other Coal Mines. [1331]

PUT LOG CABIN IN YOUR PIPE & Smoke it

Manufactured only by LAMBERT & BUTLER, LTD., LONDON ENGLAND. [2653-2]

TRY NAVY CUT ATC A GENTLEMAN'S SMOKE Supplied in Three Grades. Mild Medium & Strong. PACKED IN AIR TIGHT VACUUM TINS MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.





## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked h, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SUNDA	Brit. str.	2 m.	E. E. Dowell, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	ALCINOUS	Brit. str.	2 m.	E. Spicer	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	SHANGHAI	Brit. str.	2 m.	E. Spicer	P. & O. S. N. Co.	On or about 27th inst.
LONDON	DEUCALION	Brit. str.	2 m.	E. Spicer	BUTTERFIELD & SWIRE	On 28th August.
LONDON	PELEUS	Brit. str.	2 m.	E. Spicer	BUTTERFIELD & SWIRE	On 30th August.
LONDON	STENTOR	Brit. str.	2 m.	E. Spicer	BUTTERFIELD & SWIRE	On 3rd September.
LONDON	PATROCLUS	Brit. str.	2 m.	E. Spicer	BUTTERFIELD & SWIRE	On 15th August.
LYNCHPOOL DIRECT	BATHON	Ger. str.	4 m.	H. Blecker	MELCHERS & CO.	On 25th inst., at Noon.
LYNCHPOOL DIRECT	ALYAM	Ger. str.	4 m.	Schneider	HAMBURG-AMERIKA LINIE	On 25th inst., at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL	WUERZBURG	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	ACILIA	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	SIRIA	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	HUDSON	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 25th inst.
NEW YORK VIA SUEZ CANAL	ARABA	Brit. str.	2 m.	Williamson	DOUGALL & CO., LIMITED	On or about 1st August.
NEW YORK VIA SUEZ CANAL	ARABA	Brit. str.	2 m.	Williamson	SHEWAN, TOMES & CO.	On or about 15th August.
NEW YORK	L. SCHEPP	Amr. ship	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK	L. SCHEPP	Amr. ship	2 m.	Kendall	CARLOWITZ & CO.	On or about 25th Oct.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	MANUEL LLAGUNA	Amr. ship	1 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
VANCOUVER, VIA SHANGHAI, &c.	KANAGAWA MARU	Jap. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 14th August, at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	KANAGAWA MARU	Jap. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 7th August.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	KANAGAWA MARU	Jap. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 28th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	STRATHMORE	Brit. str.	2 m.	W. Frakes	DOUGALL & CO., LIMITED	On 29th inst., at 4 P.M.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	STRATHMORE	Brit. str.	2 m.	W. Frakes	DOUGALL & CO., LIMITED	On 29th inst., at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
TIEN-TSIN	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & TSINGTAU	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI & JAPAN	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
ANFENG, VIA SWATOW & AMOY	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
FOOCHOW VIA SWATOW & AMOY	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
TAIPEI VIA SWATOW & AMOY	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SWATOW, HOIHOW & HAIPHONG	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
ILOILO & CEBU	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
MANILA	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
MANILA	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
MANILA	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
CALCUTTA DIRECT VIA SINGAPORE	YAWATA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.

## SHIPPING.

**ARRIVALS.**  
July 18, FUSHUN, British str., 1,500, W. H. Lunt, Shanghai 14th July, General—CHINESE.  
July 18, COROMANDEL, British str., 2,783, F. W. Vibert, London 21st June, Bombay 2nd July and Singapore 13th, Mails and General—P. & O. S. N. Co.  
July 18, HAILONG, British steamer, 763, H. Barthel, Swatow 17th July, General—JARDINE, MATHESON & CO.  
July 18, CONCH, British str., 1,314, C. Abbott, Bulk Papan 8th July, Petroleum—ARNHOLD, KAMBERG & CO.  
July 18, LAISAN, British str., 2,224, G. Payne, Moji 12th July, Coal—JARDINE, MATHESON & CO.  
July 18, ITINDA, British transport, 3,361, M. England, Taku 11th July.  
July 18, KAGOSHIMA MARU, Japanese str., 4,300, K. Kori, Japan 17th July, General—NIPPON YUSEN KAISHA.  
July 18, CLAREMONT, German steamer, 1,245, Schmidt, Canton 18th July, General—SIEBENS & CO.  
July 18, CRINKIAN, British str., 1,240, E. Stringer, Hoile and Cebu 13th July, General—BUTTERFIELD & SWIRE.  
July 18, SITONIA, German steamer, 4,238, E. Barmeister, Hamburg 1st June and Singapore 12th July, General—HAMBURG-AMERIKA LINIE.  
July 18, CARTHAGE, British hospital ship, 5,189, London, Calcutta 7th July.  
July 18, LITIS, German gunboat, 800, Schamer, from Tsingtau.  
July 18, CLAREMONT, German str., 675, A. Hansen, Pakhoi and Hoile 16th July, General—JENSEN & CO.  
July 18, TAIHSHUN, American str., 1,216, Patterson, Canton 18th July, General—CHINESE.

## CLEARANCES.

At the Harbour Master's Office.  
18th July.  
C. Ferd. Laeis, German str., for Calcutta.  
Wongoi, German str., for Pakhoi.  
Eridan, French str., for Kobe.  
Glacusa, British str., for Singapore.  
Maduff, British str., for Suifu.  
Choyang, British str., for Canton.  
Fushun, British str., for Canton.

## DEPARTURES.

18th July.  
CLAVERING, British transport, for Calcutta.  
KAJAL, British transport, for Calcutta.  
CHOYANG, British str., for Canton.  
SAMBIA, German str., for Hamburg.  
C. F. LAEIS, German str., for Calcutta.  
ERIDAN, French str., for Kobe.  
GLACUSA, British str., for London.  
FUSHUN, British str., for Canton.

## VESSELS IN DOCK.

18th July.  
KOWLOON DOCKS.—Union, Nanshan, Sung-kiang, Y. Sontan, Sishan.  
COSMOPOLITAN DOCK.—Colonies.

## SHIPPING REPORTS.

The British steamer Choyang, from Hoile and Cebu 13th July, had light variable winds and fine weather throughout, with moderate westerly swell.  
The British steamer Laeis, from Moji 12th July, had strong S.W. to S.W. wind with high sea and heavy rains to Turnabout; thence to port moderate S.W. wind and sea.

## VESSELS ON THE BERTH.

## FOR NEW YORK.

**THE 3/3 A II American ship**  
"L. SCHEPP"  
Captain Kendall will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.  
For Freight, apply to  
CARLOWITZ & CO.  
Hongkong, 18th July 1901. [1414]

## FOR NEW YORK.

**THE 3/3 A II American ship**  
"MANUEL LLAGUNA"  
will load during September and October, sailing about 25th October.  
For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 11th July, 1901. [1753]

## VESSELS ON THE BERTH.

FOR CALCUTTA DIRECT VIA SINGAPORE.

## THE H. A. L. Steamship

"C. FERD. LAEIS"  
Captain Fuchs, will be despatched for the above ports TO-DAY, the 18th inst., at Noon.  
For Freight and further Particulars apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Queen's Buildings, No. 1 [1722]  
Hongkong, 8th July, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"YUENSANG"  
Captain P. H. Rolfe, will be despatched as above TO-DAY, the 19th inst., at 4 P.M.  
This steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 15th July, 1901. [1779]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

P. L. MOUTH, A. N. D. LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"SUNDA"  
Captain E. R. Dowell, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Calcutta into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 8th July, 1901. [1]

## HAMBURG-AMERIKA LINIE.

## FOR SHANGHAI.

## THE Steamship

## "LOONGMOON"

Captain Schulldt, will be despatched for the above port TO-MORROW, the 20th inst., at 3 P.M.

This steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 17th July, 1901. [1895]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"PERLA"  
Captain Geo. T. Blackland will be despatched as above on TUESDAY, the 3rd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 17th July, 1901. [1804]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug. 1901  
"EMPERESS OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 23rd Aug. 1901  
"EMPERESS OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN, and the CANADIAN PACIFIC RAILWAY, which here daily, and cross the Continent of the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through at reduced rates. Good for 4, 6, 9, and 12 months. Tickets to various points at reduced rates. Granted to Missionaries, Members of the Naval and Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.  
"TARTAR"....4,425 Tons. Comdr. G. D. Bowles, R.N.R. WEDNESDAY, 14th Aug. at Noon.  
"ATHENIAN"....3,882 Tons. Comdr. H. Mowat.  
Taking Cargo and Passengers for all ports in CANADA AND UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA AND VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pedder's Street.  
Hongkong, 18th July, 1901. [10]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, DUBLIN, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUERZBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 29th July. Freight.
Capt. Schneider	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 29th July. Freight.
ACILIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 29th July. Freight.
Capt. v. Dohren	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 29th July. Freight.
ALEXANDRIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 29th July. Freight.
Capt. Porcellius	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 29th July. Freight.
SIRIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 29th July. Freight.
Capt. Porcellius	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 29th July. Freight.
ANDALUSIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 29th July. Freight.

For Further Particulars, apply to

## HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1 [1051]

Hongkong, 6th July, 1901.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	SUNDA	Noon, 20th July	See Special Advertisement.
SHANGHAI AND (BANDA	E. P. Martin, R.N.R.	About 20th July	Freight.
JAPAN	TIENTSIN	About 20th July	Freight only.
SHANGHAI	SHANGHAI	About 27th July	Freight or Passage.
LONDON	E. Spicer, R.N.R.	July	

For Further Particulars, apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 11th July, 1901.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAYERN	THURSDAY	25th July.
SPUTTGART	THURSDAY	25th July.
KONIG ALBERT	THURSDAY	25th July.
PRINZESS IRENE	THURSDAY	25th July.
PRINZ HEINRICH	THURSDAY	25th July.
PREUSSEN	WEDNESDAY	16th October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	30th October.
SACHSEN	WEDNESDAY	13th November.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	27th November.
BAYERN	WEDNESDAY	11th December.
SPUTTGART	WEDNESDAY	25th December.
KONIG ALBERT	WEDNESDAY	8th Jan. 1902.
PRINZESS IRENE	WEDNESDAY	22nd Jan. 1902.
PRINZ HEINRICH	WEDNESDAY	5th Feb. 1902.
PREUSSEN	WEDNESDAY	19th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	5th Mar. 1902.

ON THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blecker, as additional sailings, SPECIE and CARGO, will leave this Port as above. CARGO at NAPLES and GENOA. Shipping Orders will be granted till Noon on Thursday, the 23rd July, and will be received on Board until 5 P.M. on WEDNESDAY, the 24th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 24th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO., AGENTS.

Hongkong, 12th July, 1901.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 19th July, at 4 P.M.
K. Kori	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
KASUGA MARU	HAMA	FRIDAY, 19th July, at Noon.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 26th July, at Daylight.



# VESSLS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.
GLASGOW and LIVERPOOL	"ORRESTES"	On 13th August.
GLASGOW and LIVERPOOL	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 4th September.

HOMWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"ALCIBIOUS"	On 23rd July.
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"PATROCLOS"	On 15th August.

(Taking Cargo at London Rates)  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co. [15]

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINKIANG"	On 19th July.
TIENSIN	"NANCHANG"	On 22nd July.
IOILO and CEBU	"KASHING"	On 24th July.
MANILA	"TSINAN"	On 24th July.
PORT DARWIN, THURSDAY		
ISLAND COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [16]

Hongkong, 5th July, 1901.

## THE OSAKA SHOEN KAISHA, LIMITED.

### FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship  
"DAIJIN MARU"  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 21st inst.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 15th July, 1901. [17]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

### STEAM TO SHANGHAI.

THE Company's Steamship  
"MELPOMENE,"  
Captain Matcovich, will leave for the above place on TUESDAY, the 23rd inst., at 4 p.m.  
For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 17th July, 1901. [18]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

### STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship  
"FRANZ FERDINAND,"  
Captain Martinich, will leave for the above place on TUESDAY, the 23rd inst., at 5 p.m.  
For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 17th July, 1901. [18]

## THE OSAKA SHOEN KAISHA, LIMITED.

### FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship  
"MAIDZURU MARU,"  
Captain K. Sudaoki, will be despatched for the above ports on WEDNESDAY, the 24th inst.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 15th July, 1901. [18]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

### FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship  
"AUSTRALIAN,"  
Captain Helms, will be despatched for the above ports on WEDNESDAY, the 24th July, at 4 p.m.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c. &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Surgeon and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 1st July, 1901. [18]

## THE OSAKA SHOEN KAISHA, LIMITED.

### FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship  
"ANPING MARU,"  
Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 17th July, 1901. [19]

## VESSLS ON THE BERTH.

## U. S. MAIL LINES.

### PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

### PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 30th Aug. at Noon.
"DORIC"	THURSDAY, 15th Aug. at Noon.
"PERU"	SATURDAY, 31st Aug. at Noon.
"COPTIC"	TUESDAY, 10th Sept. at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept. at Noon.

THE O. & O. S. S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe.  
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Navy, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Navy and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 15th July, 1901.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Paget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

## GREAT NORTHERN RAILWAY LINES

of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

## THE Steamship

"KINTUCK,"  
Sails from Seattle about the 12th of July;  
"CHINGW,"  
Sails from Seattle about the 21st of July;  
"HYSON,"  
Sails from Seattle about the 14th of August;  
"KAISOW,"  
Sails from Seattle about the 24th of August;  
"YANGTSE,"  
Sails from Seattle about the 27th of Sept. and will be followed by the Company's regular sailings.

For further particulars, apply to  
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York.  
To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to  
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.  
Hongkong, 18th July, 1901. [1624]

## REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
"HUDSON" About 1st Aug.  
"HEATHBURN" About 15th Aug.  
"JUPITER" "  
"SATSUMA" "  
"RICHMOND CASTLE" "  
For Freight and further information, apply to  
DODWELL & CO., LD., Agents.  
Hongkong, 8th July, 1901. [878-1194-983]

## SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"ARARA,"  
Captain Williamson, will be despatched for the above port on or about 15th August, and will be followed by the Steamship "ATARA" on or about 15th September.  
For Freight, apply to  
SHEWAN TOMES & CO., Agents.  
Hongkong, 8th July, 1901. [1293]

## VESSLS ON THE BERTH

### CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

### PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOI, KOBE and YOKOHAMA on or about 15th September. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, China and Japan.  
Hongkong, 16th July, 1901. [14]

## HONGKONG STEAMERS.

Ariston, Austrian str., 2,208, Scopinich, July 17, B. M. Kaisha

Arratoon Apcar, Brit. str., 2,870, Fey, July 15, David Sassoon, Sons & Co.

Bench, British steamer, 800, Martin, July 17, P. & O. S. N. Co.

Chinkiang, British str., 1,240, Stringer, July 13, Butterfield & Swire

Chowis, German str., 1,155, Musing, July 12, Butterfield & Swire

Clara, German steamer, 675, Hansen, July 18, Jensen & Co.

Conch, British steamer, 1,314, Abbott, July 18, Arnold, Kurberg & Co.

Coromandel, British str., 2,783, Vibert, July 18, P. & O. S. N. Co.

Gaelic, British steamer, 2,691, Finch, July 13, O. & O. S. S. Co.

Guthrie, British str., 2,500, McArthur, July 16, Gibb, Livingston & Co.

Hailong, British str., 783, Bathurst, July 18, Jardine, Matheson & Co.

Hocho, French str., 309, Morleos, July 14, A. B. Marcy

Kagoshima Maru, Jap. str., 4,300, Kori, July 18, Nippon Yusen Kaisha

Kasuga Maru, Jap. str., 2,368, Fraser, July 16, Nippon Yusen Kaisha

Kutsum, British str., 1,495, Selby, July 16, Jardine, Matheson & Co.

Laisang, British str., 2,224, Payne, July 18, Jardine, Matheson & Co.

Lombard, British str., 1,658, Raiser, July 8, Dowell & Co., Ltd.

Leongmoon, Ger. str., 1,245, Schmidt, July 15, Siemens & Co.

Maeduff, British str., 1,382, Clegg, July 15, Dowell & Co., Limited

Munchen, German str., 4,691, Krebs, May 28, Molchers & Co.

Nanahua, British str., 1,299, Jones, June 27, Bradley & Co.

Oak Beach, British str., 2,064, Schell, June 12, Dowell & Co., Limited

Pharmang, German str., 1,200, Calder, July 17, Molchers & Co.

St. Irene, British str., 2,474, Clements, July 8, Orler

Sandakan, German str., 1,374, Schner, July 17, Molchers & Co.

Simongan, Dutch str., 1,818, Sandman, April 18, Chinese

Sishan, British str., 852, H. Holton, July 9, Bradley & Co.

Sithon, German str., 4,232, Barmeister, July 18, H. P. B. & Co.

Sunghar, British str., 1,021, Moore, July 6, Butterfield & Swire

Taishan, Amr. str., 1,216, Patterson, July 14, Chinese

Tientsin, British str., 2,835, Cooke, July 17, P. & O. S. N. Co.

Whampoa, British str., 1,103, Laver, July 11, Butterfield & Swire

Y. Sontau, Amr. str., 353, Gortirolo, July 13, Orler

Yuenyang, British str., 1,128, Rolfe, July 15, Jardine, Matheson & Co.

SAILING VESSELS.  
Celest Barrill, British ship, 1,764, Jeffy, May 29, Orler

Hollas, Amr. bark, 1,084, Knight, June 14, Orler

L. Schuyt, Amr. ship, 1,673, Kendall, July 5, Carlwitz & Co.

Manuel Laguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.

M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Crocker, at Taku

Argentine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai

Aretusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Stirling, at Woussong

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang

Astrac, cruiser, 4,380 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Woussong

Barbar, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woussong

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Woussong

Brisk, cruiser, 6 guns, 8,000 h.p., Comdr. Sir B. E. S. Wrey, Bart, at Hankow

Britannia, gunboat, 716 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei

Diadem, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,000 h.p., Capt. P. E. Tillard, at Hongkong

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong

Firebrand, gunboat, 455 tons, 4 guns, 380 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton

Glory, battleship, 12,950 tons, Captain Frederick S. Ingfield, at Yokohama

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking

Handy, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong

Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai

Janus, torpedo-boat destroyer, in reserve, at Hongkong

Kinsha, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy

Ocean, battleship, Hon. A. G. Curzon-Howa, at Weihaiwei

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woussong

Otter, torpedo-boat destroyer, Lieut. Comdr. C. P. Mansel, at Weihaiwei

Pheasant, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongku

Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. A. H. Oldham, at Hongkong

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei

Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Kiukiang

Rodope, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kiukiang

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River

Rosario, sloop, 990 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, on West River

Saige, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalry, at Shanghai

Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong

Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong

Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford, at Yokohama



